

Appendix G:
MTC Resolution 3427 Adopting the 2001
RTP

Date: December 19, 2001
W.I.: 1121
Referred by: POC

ABSTRACT

Resolution No. 3427

This resolution approves the 2001 Regional Transportation Plan.

Further information is contained in the Executive Director's memoranda dated December 14, 2001.

Date: December 19, 2001
W.I.: 1121
Referred by: POC

RE: Approval of the 2001 Regional Transportation Plan

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3427

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 et seq.; and

WHEREAS, the Metropolitan Transportation Commission (MTC) by Resolution No. 85 first adopted its Regional Transportation Plan (RTP) on June 27, 1973, in accordance with the provisions of Government Code Section 66508; and

WHEREAS, the RTP is subject to review and revision, pursuant to Government Code §§ 66513 and 65080; and

WHEREAS, the last major update of the RTP was adopted in October 1998 (MTC Resolution No. 3116) and the Plan was last amended in May 2000 (Resolution No. 3255); and

WHEREAS, all prior revisions to the RTP are listed in Attachment A of this Resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, Attachment B of this resolution, attached hereto and incorporated herein as though set forth at length, is the draft 2001 RTP, and has been circulated for public comment; and

WHEREAS, Attachment C of this resolution, attached hereto and incorporated herein as though set forth at length, lists major revisions and corrections made to the draft 2001 RTP in response to public comment; and

WHEREAS, Attachment D of this resolution, attached hereto and incorporated herein as though set forth at length, summarizes additional editorial and minor technical amendments to the draft 2001 RTP; and

WHEREAS, development of the RTP followed MTC's procedures, including two public hearings, and is consistent with the Federal Public Involvement Procedures (MTC Resolution No. 3351); now, therefore be it

RESOLVED, that MTC adopts the 2001 RTP, as set forth in Attachments B, and as amended pursuant to Attachments C and D; and be it further

RESOLVED, the staff is directed to publish a final 2001 RTP, modifying Attachment B to incorporate the amendments summarized in Attachments C and D; and be it further

RESOLVED, that the 1998 RTP, as amended, will remain in effect until this 2001 RTP is conformed for air quality purposes.

METROPOLITAN TRANSPORTATION COMMISSION

Sharon J. Brown, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California, on December 19, 2001.

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Prior Revisions to the RTP

1. August 28, 1974 (Resolution No. 187)
2. March 26, 1975 (Resolution No. 231)
3. December 15, 1976 (Resolution No. 381)
4. April 27, 1977 (Resolution No. 416)
5. September 30, 1978 (Resolution No. 595)
6. October 24, 1979 (Resolution No. 733)
7. October 22, 1980 (Resolution No. 914)
8. December 17, 1980 (Resolution No. 924)
9. October 28, 1981 (Resolution No. 1054)
10. October 27, 1982 (Resolution No. 1189)
11. October 18, 1983 (Resolution No. 1344)
12. October 24, 1984 (Resolution No. 1438)
13. October 23, 1985 (Resolution No. 1568)
14. October 22, 1986 (Resolution No. 1684)
15. December 26, 1987 (Resolution No. 1835)
16. October 26, 1988 (Resolution No. 1960)
17. September 23, 1991 (Resolution No. 2339)
18. September 23, 1992 (Resolution No. 2463)
19. September 22, 1993 (Resolution No. 2600)
20. June 22, 1994 (Resolution No. 2687)
21. September 13, 1996 (Resolution No. 2930)
22. October 28, 1998 (Resolution No. 3116)
23. May 26, 1999 (Resolution No. 3166)
24. May 24, 2000 (Resolution No. 3255)

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2001 Regional Transportation Plan

(The 2001 Regional Transportation Plan consists of the draft 2001 Regional Transportation Plan—on file in the offices of the Metropolitan Transportation Commission, MetroCenter, 101 Eighth Street, Oakland, CA 94607—and the following revisions, corrections and clarifications.)

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Major Revisions and corrections to the draft 2001 Regional Transportation Plan. (These revisions and corrections will be incorporated into the final published 2001 Regional Transportation Plan):

Attachment C1: Regional Transit Expansion Policy: Recommended Program of Projects

Attachment C2: Lifeline Transportation Network - Revised Text

Attachment C3: Transit Capital Shortfalls in the RTP – Revised Text

Attachment C4: Revised Financial Assumptions

Attachment C5: Regional Bicycle Plan Recommendations

Attachment C6: Pedestrian Safety – Revised Text

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Regional Transit Expansion Policy: Recommended Program of Projects
(subject to separate Commission action)

PROJECT	COST (millions of 2001 \$)	2001 RTP
BART:Fremont to Warm Springs	\$634	X
BART: Warm Springs to San Jose	\$3,710	X
MUNI Third Street Light Rail: Phase 2-Central Subway	\$647	X
BART/Oakland Airport Connector	\$232	X
Caltrain Downtown Extension/Rebuilt Transbay Terminal	\$1,885	X
Caltrain Rapid Rail/Electrification	\$602	X
Caltrain Express: phase 1	\$127	X
Downtown to East Valley: Light rail and Bus Rapid Transit: Ph. 1&2	\$518	X
Capitol Corridor: Phase 1 Expansion	\$129	X
AC Transit Oakland/San Leandro Bus Rapid Transit: Ph. 1 (Enhanced Bus)	\$151	X
Regional Express Bus Phase 1	\$40	X
Dumbarton Rail	\$129	
BART/East Contra Costa Rail Extension	\$345	\$95 for right of way
BART/Tri-Valley Rail Extension	\$345	\$80 for right of way
Altamont Commuter Express (ACE): service expansion	\$121	
Caltrain Express: phase 2	\$330	
Capitol Corridor: Phase 2 Expansion	\$284	
Sonoma-Marin Rail	\$200	
AC Transit Enhanced Bus: Hesperian/Foothill/MacArthur corridors	\$90	
TOTAL:	\$10,519	

RTEP Studies (outside of the RTP)

PROJECT	COST (millions of 2001 \$)
Napa/Solano Passenger Train Study	\$0.4
BART:30 th /Mission Station Study	\$0.5
TOTAL: RTEP Studies	\$0.9

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Lifeline Transportation Network – Revised Text

Replace the following paragraph on page 55 of Draft RTP:

Lifeline Transit Network

MTC has evaluated the region's transit network to determine how well it serves low-income communities and key destinations of interest to those communities. The results of this analysis (provided in full in Attachment C to this RTP) will help inform future investment in transportation choices for low-income persons. The Lifeline Transit Network identifies bus and rail services that serve concentrations of low-income households and key destinations such as schools, jobs, health care facilities, training programs, childcare, etc. These routes have been measured against service objectives (e.g., time of day and frequency) to determine gaps in the system and preliminary options for filling these gaps. The results of this analysis will be validated and modified as necessary in local plans developed by the transit agencies and low-income communities with the support of MTC. On a preliminary basis, the Lifeline Network analysis has identified numerous spatial and temporal gaps in the current transit network. However, the solution to filling these gaps does not necessarily involve running additional fixed route transit service. In many cases, alternative transportation services can be implemented when providing fixed route service is not cost-effective or practical or when there is a preferred approach developed by the community being served. The Commission will look to the region's transit agencies and Congestion Management Agencies to evaluate the system gaps and recommend where fixed route services make the most sense to implement. The Commission will provide financial support to ensure community input to this planning process.

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Lifeline Transportation Network – Revised Text (continued)

Insert the following pages beginning on page 67 of Draft RTP:

Lifeline Transportation Program

In 1997, MTC launched a series of county transportation plans specifically focused on addressing the transportation barriers faced by low-income persons who are moving from welfare to work. Several regional strategies emerged from these plans, including improvements in public transit services, piloting cost-effective alternatives to fixed route transit and non-transit options, a comprehensive assessment of the region's transit network measured against location, time of day and frequency of service objectives, and an analysis of barriers due to the cost of transportation. The Commission supported the implementation of these strategies with the adoption of the Regional Welfare to Work Plan in June 2001. While the focus of this initial work was on the transportation concerns generated by welfare reform, the resulting strategies are relevant to the transportation needs of low-income persons generally. The Commission will pursue these strategies as follows:

LIFT Program

The welfare to work transportation planning resulted in a number of strategies that were ready for local implementation. These included improvements to existing fixed route services and innovative transportation alternatives where fixed route solutions were not considered practical or cost-effective (i.e., demand-responsive van and taxi service, guaranteed ride home programs, etc.) In response, the Commission established the Low Income Flexible Transportation Program (LIFT) that committed \$5 million in federal discretionary funds and leveraged an additional \$5million in local social services and transportation funding through a 50/50 matching requirement. The Commission is supplementing this initial investment through the commitment of \$1 million State Transit Assistance regional discretionary funds per year and advocacy for annual federal appropriations from the Job Access and Reverse Commute program (\$3 million in FY2001/02).

Lifeline Transit Network

For this 2001 RTP, the Commission conducted a comprehensive assessment of the region's public transit system that identifies a Lifeline Transit Network and the spatial and temporal gaps in that network affecting low-income communities (see Attachment C). In response to the findings and recommendations from the Lifeline Transit Network analysis and coordination with the RTP Social Equity analysis, MTC will provide financial support to conduct community transportation plans in ten communities that have the highest concentrations of low-income persons in the region. These community transportation plans will be used to validate and modify if necessary the results of the Lifeline analysis at the local level, working with the transit agencies, congestion management agencies and members of the communities, and identify the most effective solutions for filling the gaps identified in the Lifeline analysis.

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Lifeline Transportation Network – Revised Text (continued)

An increased source of transit operating funds will become available to the region beginning in FY2008/09 if Proposition 42 passes in March 2002. The State Transit Assistance fund will generate an additional \$42 million per year to the transit agencies directly and \$11 million per year to the region's STA discretionary program. The Commission will consider this funding source to partner with the transit agencies and other local partners to implement additional transportation services identified through the Lifeline Transit Network analysis and follow-on local planning.

Transportation Affordability

MTC's Regional Welfare to Work Plan recommends that the Commission work with multiple stakeholders (transportation providers, social services agencies, schools, employers, and other organizations) to address barriers associated with the cost of transportation for low-income persons. This issue requires a commitment from many entities to tackle a very difficult issue, since transportation subsidies take many forms today and are sponsored by multiple funding programs, such as social services agencies, employers, and transit agencies. The Commission will initiate this effort in 2002.

In a related effort, the Commission has been asked to provide financial support to implement a free transit pass program for low-income students in the AC Transit service area. As part of the transportation affordability analysis described above, MTC will undertake a pilot program to evaluate the impact of subsidized transit passes on low-income students' attendance at school and after-school programs. This pilot will include two components: implementation and evaluation of a two-year pilot program in the AC Transit service area, contingent upon matching funds from local agencies, and evaluation of reduced-fare programs already adopted by other transit agencies in the Bay Area and elsewhere.

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Transit Capital Shortfalls in the RTP – Revised Text

The Commission reaffirms its prior RTP commitment to fund 100% of the region's transit capital shortfall off the top from regional revenues, subject to the following conditions:

1. The Commission will set one or more performance and coordination standards that each operator will be required to achieve to remain eligible for 100% regional funding.

The following measures, or alternatives, will be evaluated prior to the programming of STP, CMAQ and STIP funding:

- Require each transit agency to maintain a local contribution toward its annual combined operating and capital budget from fares and local support revenues at the same percentage as it is contributing in FY2001/02 in order to maintain a balance between regional and local responsibility for transit funding, especially in cases where the transit agency intends to expand beyond existing service levels.
 - Require compliance with the Commission's Transit Coordination Plan as a condition of regional transit capital fund programming. The Plan is updated annually to establish the expectations of each transit agency to implement specific coordination improvements. This requirement currently applies to the Commission's allocation of State Transit Assistance Funds; under this condition, the requirement would extend to programming flexible highway funds for transit capital.
2. Following the adoption of the 2001 RTP, the Commission will establish criteria for determining which portions of the existing transit network are "regionally significant" and are, therefore, to be included in the calculation of the region's transit capital shortfall. One option is to establish a regional Metropolitan Transportation System (MTS) for transit routes, similar in concept to the already established MTS road network. This condition is predicated on being able to structure a transit MTS on a geographic basis. In the alternative, the Commission could establish a standard for the type of rehab/replacement that the Commission considers "regionally significant". Finally, the Commission could apply a higher local match requirement for lower priority capital rehab projects or for capital equipment used to support services that are an expansion beyond the existing transit system.
 3. The Commission's commitment is subject to the availability of funds (programming capacity) to cover the shortfall beginning with the first year of new federal transportation legislation (FY2003-04).

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Financial Info

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Regional Bicycle Plan Recommendations

Activities Requested by Oversight Committee Members/ Advocacy Organizations	Status/Recommendations
Incorporate Bike Plan into the RTP	Proposed in draft Bike Plan.
Form an MTC Regional Bicycle Working Group to focus on bicycle issues at the regional level.	Proposed in draft Bike Plan.
State of Bicycle Transportation in the Region Report	Proposed in draft Bike Plan: report will measure trends in bicycle travel over time
Safe Routes to Transit	Include in final Bike Plan: New transit stations (rail stations, ferry terminals or bus transfer centers) that are RTEP funded will provide direct and convenient pedestrian and bicycle access from adjacent walkways and bicycle facilities (see RTEP agenda item).
Fund the Regional Bicycle Network	Proposed in draft Bike Plan: <ol style="list-style-type: none"> 1. Total cost of all countywide bicycle plan facilities is estimated at \$1.2 billion; completion of the defined regional bicycle network, which is included in the county plans, is estimated to cost \$700 million 2. The bike plan estimates about \$455 million in local funds will be available over the RTP period 3. The RTP Track 1 commits another \$85 million to bike projects (1% of total Track 1) based on county lists 4. Bike plan recommends that Track 1 funds be allocated to projects that support the regional bike network
Transportation For Livable Communities	Include in final Bike Plan: Future TLC grant applications will encourage project sponsors to integrate bicycle and pedestrian access
Deputy Directive 64 - STP roads/transit rehabilitation program	Include in final Bike Plan: <ul style="list-style-type: none"> • MTC program application guidelines be revised in consultation with the Bay Area Partnership and the RBWG so that bicycle and pedestrian facilities are included in projects as appropriate • Review MTC grant applications to ensure that new projects do not have negative impact on current bike access
Prop. 42 (ACA 4)	Proposed in draft Bike Plan: MTC would encourage CMA's and transit operators to consider Regional Bicycle Network projects if Prop. 42 passes
Bike Mapping and Information	Proposed in draft Bike Plan: explore development of an interactive bike trip planner

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Pedestrian Safety – Revised Text

The following are suggested changes to the pages of the Draft 2001 RTP that contain statements about pedestrian safety.

Page 12 (Overview Chapter, Section on ‘Works in Progress’)

At the same time as working to promote bicycling as a viable transportation option, MTC is exploring ways to make walking safer and more convenient. During 2001, the Regional Pedestrian Safety Task Force, made up of staff from city and county planning, public works, and public health departments, law enforcement agencies, and interested citizens, worked to develop recommendations for a regional pedestrian safety program. In October, the draft recommendations were reviewed and fine-tuned by a well-attended Pedestrian Safety Summit. The Bay Area Pedestrian Committee will be formed in early 2002, and will work on implementing those recommendations. The recommendations include improving data quality and analysis, developing a technical assistance program, and providing a resource guide through MTC’s web site.

Page 28 (Safety, last ‘Objective and Measurement of Objective’)

- Objective: Assist local jurisdictions in their efforts to implement effective strategies to reduce serious injuries and loss of life for pedestrians and bicyclists.
- Measure: Decrease in the number of pedestrians and bicyclists involved in injury and fatality collisions in the Bay Area.

Page 29 (Areas for MTC investigation/Experimentation, Pedestrians)

- Develop a map of pedestrian collision data for every city in the region.
- Support local education and enforcement campaigns

Page 44 (Community Vitality, last ‘Objective and Measurement of Objective’)

- Objective: Support plans and programs that make it more convenient and safer to walk and bike
- Measure: Implementation of Regional Bicycle Master Plan
- Implementation of Regional Pedestrian Program

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Minor technical revisions, corrections and editorial modifications to the draft 2001 Regional Transportation Plan. (These revisions, corrections and editorial modifications (see Attachment A – Projects by County) will be incorporated into the final published 2001 Regional Transportation Plan)